

AMENDMENTS TO THE SPECIFICATION

*In the first paragraph of page 06, beginning on line 03, and concluding on line 17,
please amend as indicated below:*

BRIEF DESCRIPTION OF THE DRAWINGS

The advantages and features of the present invention will become better understood with reference to the following more detailed description and claims taken in conjunction with the accompanying drawings, in which like elements are identified with like symbols, and in which:

FIG. 1 is a perspective view of a segment of a Maglev Inductrack according to the PRIOR ART;

FIG. 2A through 2C 2 through 4 depict the general steps of manufacturing the Litz Track Rungs for use within the Maglev Inductrack according to the PRIOR ART;

FIG. 3 FIG. 5 is an end elevational view of a completed Litz Track Rung according to the PRIOR ART;

FIG. 4 FIG. 6 is a perspective view of an improved Litz track rung 40 according to the preferred embodiment of the present invention; and

FIG. 5A through 5C 7 through 9 depict the general steps of manufacturing the Litz Track Rungs 40 for use within the Maglev Inductrack according FIG. 4-6.

Please amend page 6 of the specification as indicated below:

utility and description of the formation of the Litz rungs and shorting bars currently used in building a Maglev Inductrack. According to the PRIOR ART and FIG. 4-3-FIG. 1-5, a plurality of Litz Track Rungs 10 are laterally aligned and electrically connected at each end to a shorting guideway 12. Each rung 10 consists of a stainless steel tube 14 swaged over Litz cable 16. Because of design requirements, it is necessary to provide the highest level of compaction of Litz cable 16 within the tube 14 and, as such, the general process of FIG. 3A-3C FIG. 3-5 is used. According to this process, a stainless steel plate 20 is provided along with a segment of Litz cable 16. The plate 20 is drawn around the Litz cable 16 such as to form a cylindrical, packed tube 22. Thereafter, the tube 22 is further formed such as to have a square cross sectional area 24 and, eventually, to the required specification as shown in FIG. 2. However, throughout this process a great deal of heat can be generated, with the stainless steel thereby becoming work hardened and magnetized. Further still, because of the lower melting point of the copper conductors forming the Litz cable, to insure that the cable is not melted the draw forming process includes flood cooling of the internal conduit during working in order to remove the generated heat. This flood cooling process can also result in increased moisture levels within the finished track rung.

The best mode for carrying out the present invention is presented in terms of its preferred embodiment, herein depicted within the Figures.

Please amend page 7 of the specification as indicated below:

1. Detailed Description of the Figures

Referring now to ~~FIG. 4~~ FIG. 6, an improved Litz track rung 40 is shown, according to the present invention, anticipated for use with a maglev inductrack system, but capable of being applied to any system utilizing Halbach arrays. The track rung 40 is formed as a linearly elongated member having a first shorting bar attachment end 42 opposite a second shorting bar attachment end 44, both ends 42, 44 anticipated as being electrically attached by solder or other means to an electrically conductive shorting bar (not shown). The rung 40 is formed of a stainless steel outer shell having a flat upper surface 46 parallel and opposite to a flat lower surface 48, and connected by a pair of slightly concave sidewalls 50. Packed inside the outer shell is a Litz cable 52 formed of a plurality of strands of copper conductors.

Referring to ~~FIG. 5a-5C~~ FIG. 7-9, the process and method for making the improved Litz track rung of the present invention is depicted. Starting with a stainless steel square tubestock 54 made by conventionally available methods, such tubestock raw material can be procured as a commodity product. Further, the required copper Litz cable 52 can be procured pre-formed having a square shaped cross section. Each tube 54 is cut to length and otherwise worked to the required specification, particularly, relief holes 56 can be drilled that allow for release of gases that are generated when the rails are soldered to form the electrical connection with the shorting bars. After being worked, the tubes are